

THIS PROGRAM WILL BE APPROXIMATELY 527,000.

SEVEN EJECTIONS WERE MADE AND ALL WERE CONSIDERED SUCCESSFUL. EJECTION THRU THE CANOPY WAS EFFECTED TO A DEPTH OF 15 FT. ONE EJECTION WITHOUT CANOPY WAS ACCOMPLISHED AT 10 FT., AND TWO EJECTIONS WERE MADE THRU THE CANOPY AFTER LATCHES ON BOTH SIDES WERE RELEASED.

CANOPY REMOVAL TESTS WERE ALSO CONDUCTED UNDERWATER. TEST CONSISTED OF LOWERING THE CLOSED COCKPIT: INTO THE WATER WITH A DIVER INSIDE. HE WAS ABLE TO UNLATCH THE CANOPY IMMEDIATELY. HOWEVER, HE WAS UNABLE TO OPEN THE CANOPY FULLY UNTIL THE PRESSURE HAD EQUALIZED.

ALTHOUGH EJECTION TESTS ARE COMPLETED, SOME EFFORT IS STILL REQUIRED TO REFURBISH GFE DAMAGED DURING TEST PROGRAM.

END OF MESSAGE DOCUMENT NO. NO CHANGE IN CLASS. ☐ DECLASSIFIED CLASS. CHANGED TO: TS S C20// NEXT REVIEW DATE:

SECRET

of the issuing office is prohibited. Copy No.

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Declas	sified in Part - Sanitized Co	opy Approved for Release 2013/12/16	: <u>CIA</u> -F	RDP67B0032	29R00010011	0006-6 ***
UNIT:	JAMES A. CUNNING DAD/COA	SUGREC	2 /+ /- 10 //- /- 3 //- 50X1-			
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· .	WE ARE IN RECI	eipt of your proposed te	st ec	HEDULE	FOR UNDE	R-
	water seat ejection in connection with the carrier modifica					
	program. We find the technical aspects of the proposal					
	SATISFACTORY AND ASSUME THAT THOSE MODELED AFTER THE SAME					
y Y	SEQUENCE OF TEST	is conducted on the P2V .	aircr	AFT. HO	WEVER L	ECALL-
	ing our conversation in his on these tests some weeks ago it do not					
	SEE ANY INDICATION OF COSTS OR TIME ESUIMATED FOR COMPLETION OF THE					
•	tests once they make been snarted. Can you give me any such					
	estimates so that we can see that you are properly funded for					
	THIS EXERCISE.	end of messa	NO E	CUMENT NO. CHANGE IN CL DECLASSIFIED ASS. CHANGED		*
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